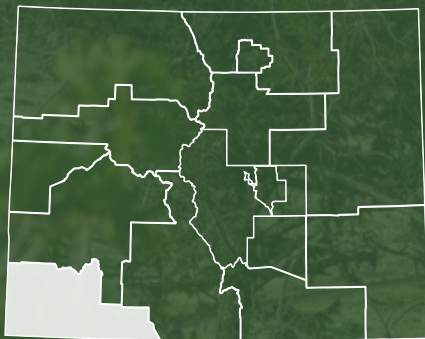

Southwest Coordinated Public Transit and Human Services Transportation Plan

December 2025



Counties:
Archuleta,
Dolores,
La Plata,
Montezuma,
and San Juan

Above: The location of counties in the Southwest Transportation Planning Region.



Table of Contents

Regional Snapshot	6
What We Heard	8
Public Engagement Overview	9
Public Engagement Key Themes	10
Existing Providers and Coordination Activities	13
Interregional, Regional, and Local Transit Providers	16
5-Year Historic Operating Data	18
Transit Provider Service Performance Metrics	19
Human Services Transportation Providers	24
Private Transportation Providers	26
State of Good Repair	27
Regional Coordination Activities	28
Financial Snapshot	29
Historic Revenue Data	30

Regional Transit Revenue Trends	30
Annual Operating/Capital Projections	30
Funding Programs and Opportunities	32
Federal Transit Administration Funding Programs	33
Implementation Strategies	34
Priority Projects	35



Photo Credit: Colorado Public Radio

Southwest Coordinated Public Transit and Human Services Transportation Plan

The Southwest (SW) Transportation Planning Region (TPR) includes Archuleta, Dolores, La Plata, Montezuma, and San Juan counties. The SW TPR also includes portions of the Southern Ute Indian Tribe and the Ute Mountain Ute Indian Tribe reservations. The largest cities in the Region include Durango, Cortez, Bayfield, Pagosa Springs, Mancos and Towaoc. Public transit and human services transportation play an integral role in the Region's multimodal transportation network by providing mobility and promoting personal independence to residents in the Region. Transit improves quality of life and supports public health by providing access to jobs, schools, shopping, food, medical care, senior centers, social services, and recreation in the Region, while also providing connectivity to goods and services in nearby major activity centers.



SW Transit Vision

The Southwest TPR will provide a balanced transportation system that accommodates the movements of residents, employees, visitors, and goods in the Region by offering travel options and preserving the rural character, quality of life, and environment.


SW Transit Goals

1. Create a safe and accessible region-wide transportation system that integrates all users and modes and supports opportunities to better access recreational activities.
2. Create and maintain infrastructure that supports advancements in technology.
3. Maintain a transportation network that preserves and develops natural and cultural resources and highlights scenic beauty.
4. Maintain and cultivate partnerships with local, state, tribal, and federal entities to improve inter-agency coordination.
5. Maximize the use of existing assets with innovative solutions.
6. Recognize and celebrate accomplishments throughout the Region.

SW TPR members and transit and human services providers worked collaboratively during this planning process to create a unified vision and set of goals for both the Regional Transportation Plan and the Coordinated Public Transit and Human Services Transportation Plan. The vision and goals above are synonymous with the vision and goals in the Regional Transportation Plan.

The Future of Transit – Zero Emission Transition

City of Durango (Durango Transit) adopted a Zero Emission Vehicle (ZEV) Transition Plan in August 2024. The goal of the plan is to facilitate the transition of the city’s transit fleet to electric and zero-emission vehicles to reduce congestion and improve air quality. The plan outlines a goal of converting 100 percent of the transit fleet to ZEVs by 2050, with an intermediate target of 50 percent electrification by 2035.



Every four to five years, the Colorado Department of Transportation (CDOT), in coordination with regional planning partners, refreshes the regional transit plans in all rural regions of the state. This plan refresh builds on the previous plan, completed in 2020, and focuses primarily on updating key components such as textual and data revisions to ensure continued alignment with evolving needs. While a larger overhaul of the Coordinated Public Transit and Human Services Transportation Plans will occur during the next full update in another four to five years, this refresh will ensure that the plan remains relevant and effective in addressing the mobility needs of Coloradans.

CDOT’s Division of Transit and Rail, in coordination with SW TPR members and transit agencies, gathered input from the general public to develop this plan in compliance with CDOT and Federal Transit Administration (FTA) planning requirements. The SW TPR will use this refreshed plan to prioritize transit investments and work toward the long-term implementation of the Region’s unique transit vision and goals, while maintaining a framework for developing an integrated statewide transit system.

Regional Snapshot

Transportation—whether walking, biking, taking transit, vanpooling, carpooling, or driving a car—is a critical element of everyone’s daily life and well-being. Providing access to safe and reliable transportation for all, regardless of who they are or from where they come, results in communities that meet the mobility needs of all, encourage healthier lifestyle choices, and improve economic prosperity.

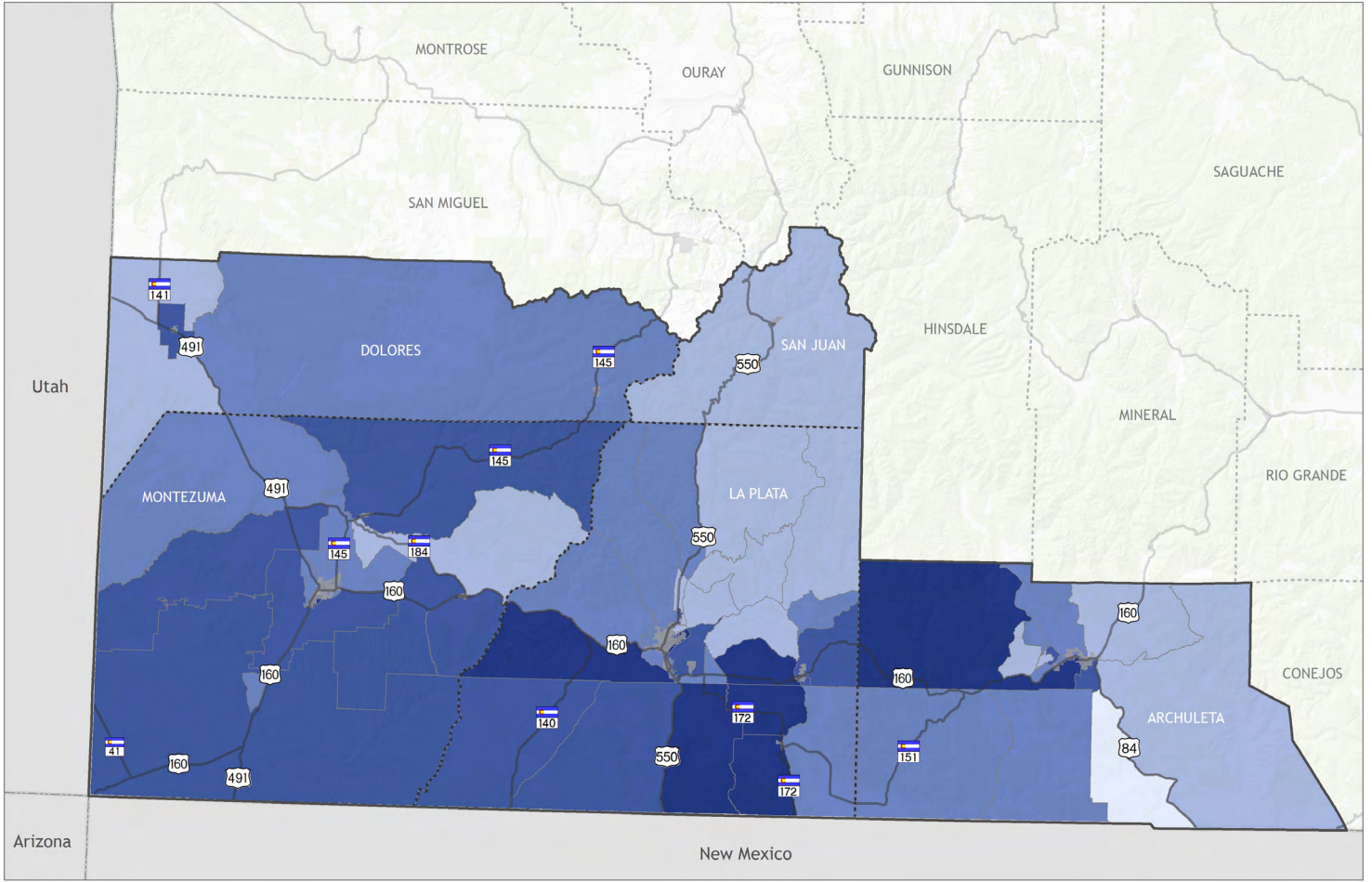
When considering the SW TPR’s mobility future, reviewing and analyzing available data helps uncover potential transportation network gaps and needs. Populations that often have a higher than average need for transit and/or have limited access to transportation services and facilities must be considered as a part of any needs-focused assessment of transit access and connectivity.

Transit that Serves All Coloradans

Colorado’s statewide transit planning efforts consider the needs of all people. A strong transportation network that is conveniently located, easy to navigate, and serves everyone helps ensure reliable and affordable access to jobs, medical care, education, grocery stores, and social or recreational activities. This access creates opportunities that can positively affect personal health, employment, and overall quality of life.



Identified Transit Needs

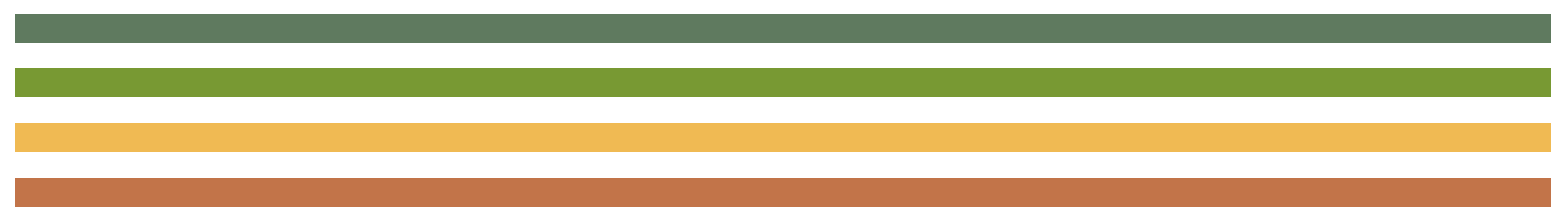


Legend

Low Transit Need	Moderate Transit Need	Interstate/Highways	City Boundaries	County Boundaries	Southwest Transportation Planning Region Boundary
Low to Moderate Transit Need	High Transit Need				

Transit Propensity Index is developed from inputs including Low Income Households, Communities of Color, Population with Limited English Proficiency, Population over 65, Population under 18, Disabled Population, Zero Vehicle Households, and Veteran Population. Data was derived from the U.S. Census Bureau/American Community Survey (2019-2023).

0 15 Miles





What We Heard

CDOT coordinated with each TPR to assess goals, priorities, and desired transit improvements for their communities, while also evaluating any changes since the last plan. What we heard from the TPR members and agencies is summarized below.



Holistic Approach to Transportation

Need to consider all modes of transportation in the Region, with discussions about transit also taking into account the broader transportation network. Additionally, transportation improvements should address a variety of trip types, ranging from recreational to commuting needs.



New Focus on Tourism

Need to address the increased demand for transportation in the Region due to a rise in tourism. To meet this demand, all types of transportation, including active transportation, must be implemented.



Roadway Project Coordination and Collaboration

Interest in identifying, prioritizing, and improving roadways with heavy bus usage or bus stops to prevent degradation of the roads.



Shifting with Changes in Transportation Technology

Desire to be prepared for and aware of changes in transit and transportation, particularly in relation to new technologies such as electric and autonomous vehicles.



Transit Maintenance and Connections

Recognition of the important work being done by key transit agencies in the SW TPR and the need to maintain these systems while also improving regional and statewide connections.

Public Engagement Overview

Telephone Town Halls

As part of the public outreach conducted for the statewide planning process, CDOT hosted a series of regional telephone town halls between April and June 2025. These live, over-the-phone events served as a highly accessible platform for engaging Coloradans across all regions of the state. More than 50,000 participants joined the town halls, where they had the opportunity to ask questions about transportation issues and provide input through interactive live polling. Each session connected residents directly with CDOT leadership, who answered over 120 questions live, addressing concerns ranging from road conditions and transit service expansion to safety, accessibility, and long-term investment strategies. On average, participants stayed engaged for more than eight minutes per call, reflecting a high level of interest and involvement. The telephone town halls were designed to broaden access, especially for those who may not be able to attend in-person meetings or navigate digital tools.

Statewide Online Survey

To complement this outreach, CDOT also conducted a Statewide Online Survey to gather additional public feedback on transportation priorities. More than 3,400 Coloradans from all 64 counties participated, providing valuable input on needs and opportunities related to transit and mobility. Together, the telephone town halls and online survey played a crucial role in understanding statewide, regional, and local transportation needs, to ensure that the planning process was informed by a wide and representative range of voices from urban, suburban, and rural communities alike.





Public Engagement Key Themes

1. Regional Transit Service

- Expand public transit service coverage, particularly to ski areas on the Front Range, Durango to Purgatory, and Durango to the airport.

2. Walking, Biking, and Transit Integration

- Implement separated bicycle lanes and enhance walking and biking infrastructure to improve access to transit and encourage multimodal travel.

3. Transit Service Accessibility

- Provide more accessible transit service, particularly for residents with limited transportation options, including those in small towns and rural areas with limited or no current transit access.

4. Infrastructure and Digital Tools

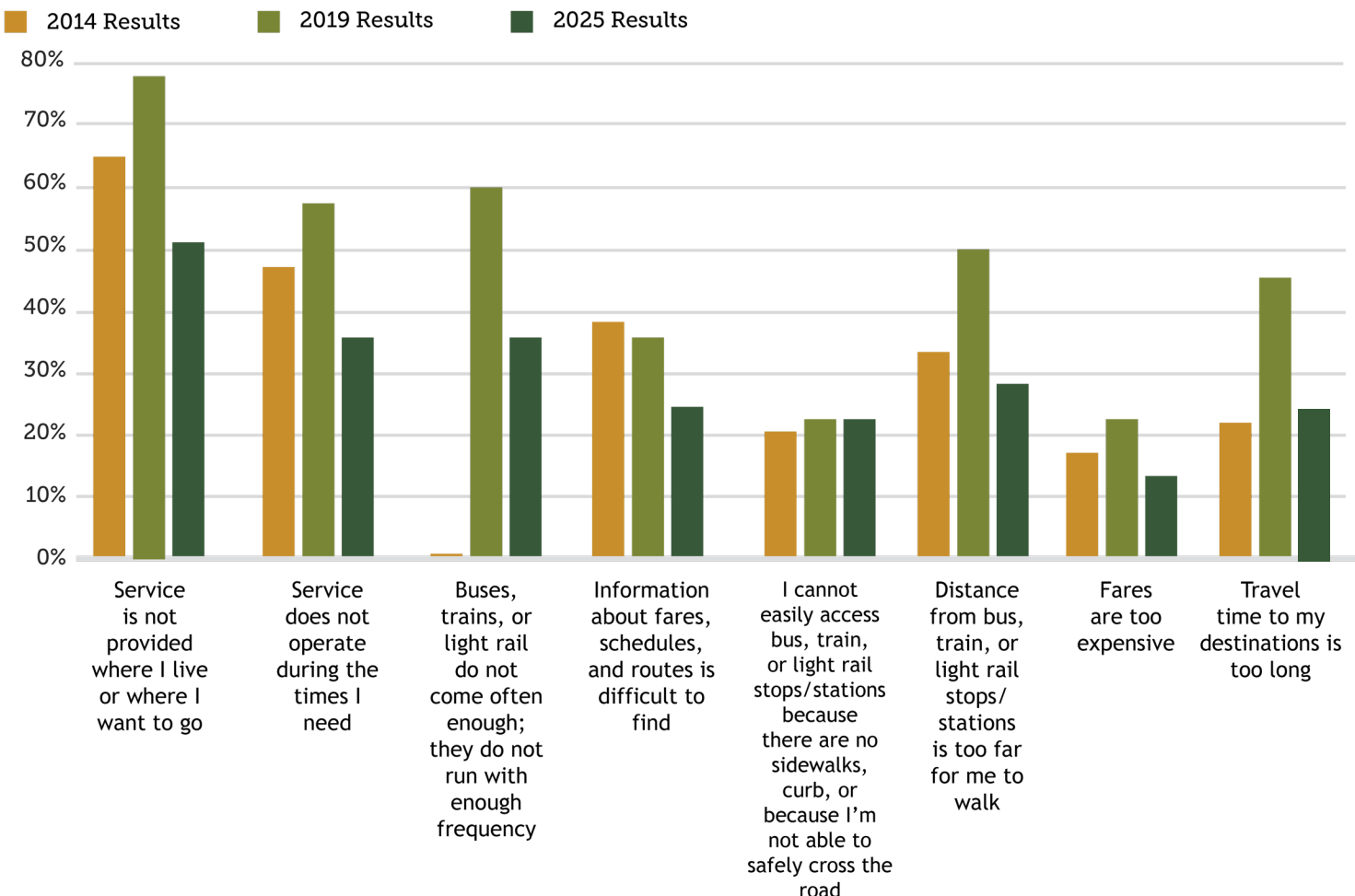
- Improve transit-related navigation tools, such as adding or improving apps that provide routing, scheduling, or service notifications, especially in areas with limited digital resources.

2025 Statewide Transit Survey of Older Adults and Adults with Disabilities

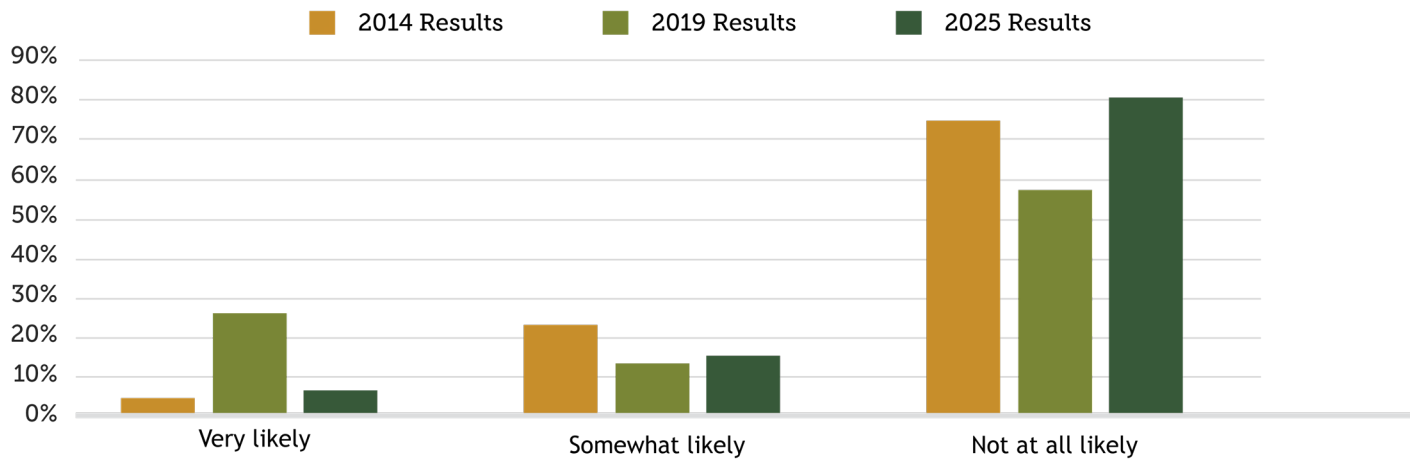
In 2014, CDOT conducted its first statistically valid statewide survey specifically targeting older adults and adults with disabilities. The goal of the survey was to better understand the unique travel behaviors and transportation needs of these populations, who often face distinct mobility challenges. CDOT conducted the survey in 2019 and again in 2025 to capture changes over time and provide insight into how shifting demographics, services, and infrastructure have impacted mobility.

In 2019, respondents reported the highest level of concern across nearly all categories. Specifically, 78 percent cited that service was not provided where they lived or wanted to go, up from 64 percent in 2014, before decreasing to 50 percent in 2025. Concern over service not operating at needed times peaked at 59 percent in 2019 but declined to 37 percent in 2025. The issue of infrequent service rose to 60 percent in 2019 before dropping to 35 percent in 2025. Difficulties in accessing fare and schedule information also declined steadily from 39 percent in 2014 to 24 percent in 2025. Concerns about inaccessible infrastructure, such as sidewalks or safe crossings, remained consistent in 2025 at 22 percent, the same as in 2019 and slightly up from 20 percent in 2014. Distance from transit stops being too far to walk showed a marked improvement, dropping from a peak of 50 percent in 2019 to 29 percent in 2025. Other issues such as high fares and long travel times showed similar trends: all peaking in 2019 and easing in 2025. Fares being too expensive increased to 22 percent in 2019 but fell to 12 percent in 2025. Travel time concerns followed the same pattern, rising to 45 percent in 2019 and falling to 22 percent in 2025.

Barriers to Using Public Transportation Services

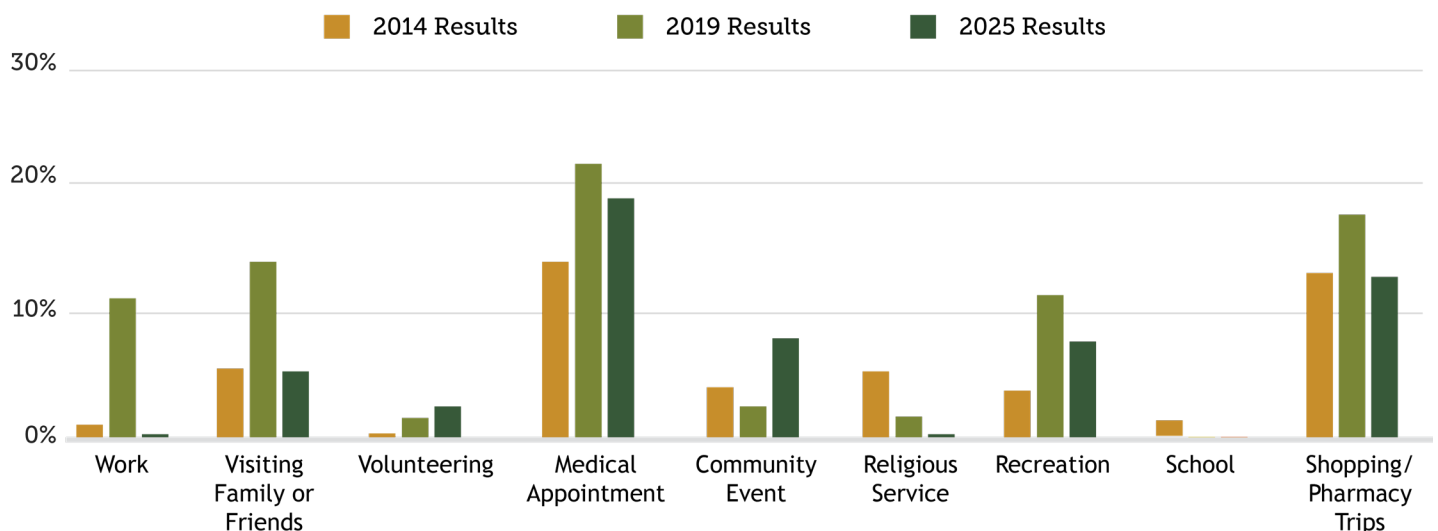


For the times you drive yourself, how likely would you be to use fixed route public transportation or demand-response transportation services instead of driving?



In 2014, only 5 percent of respondents said they were very likely to use such services, increasing significantly to 27 percent in 2019 before dropping to 6 percent in 2025. The percentage of those somewhat likely to switch modes of transportation was 22 percent in 2014, declined to 14 percent in 2019, and held relatively steady at 15 percent in 2025. Conversely, those not at all likely to make the switch comprised the majority in all three years—73 percent in 2014, decreasing to 59 percent in 2019, but rising sharply to 80 percent by 2025. These results suggest a temporary increase in openness to using public transportation in 2019, followed by a notable decline in 2025.

For what types of trips do you need transportation but have trouble finding transportation?



In 2025, the most commonly cited trip type was medical appointments at 19 percent, down from 21 percent in 2019 but up from 13 percent in 2014. Shopping or pharmacy trips were also consistently reported, remaining at 12 percent in 2025 and 2014, and peaking at 16 percent in 2019. Recreation was cited at 7 percent in 2025, 11 percent in 2019 and 4 percent in 2014. Visiting family or friends was recorded at 13 percent in 2019 and down to 4 percent in 2025. Volunteering was mentioned by 3 percent in 2025, a small increase from 2 percent in 2019. Work-related transportation challenges dropped to zero percent in 2025 from 11 percent in 2019 and 1 percent in 2014. Community events saw an increase to 8 percent in 2025, rebounding from 3 percent in 2019 and 4 percent in 2014. Religious service transportation challenges declined to zero percent in 2025 after being reported by 2 percent in 2019 and 5 percent in 2014. School-related difficulties were not reported in 2025 or 2019, following a low of 1 percent in 2014.



Existing Providers and Coordination Activities

All transit service provider information and associated data for the SW TPR were collected from the 2023 National Transit Database, previous plans, CDOT's Division of Transit and Rail, tailored outreach to providers, and internet research. While extensive efforts were made to collect information about all providers, the information may not be comprehensive.

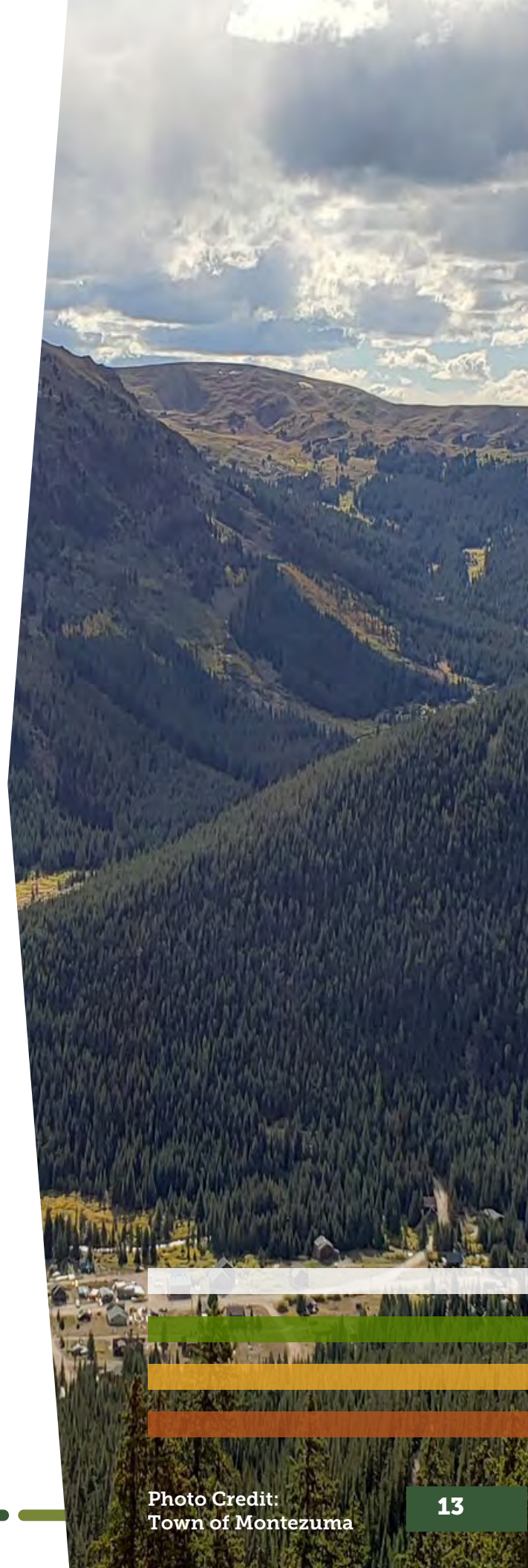
Bustang Outrider

Bustang, Colorado's statewide bus service, offers affordable and reliable transportation between major cities and regions. Bustang's mainlines serve I-70 and I-25 to connect Denver with destinations such as Colorado Springs, Fort Collins, Vail, Glenwood Springs, and Grand Junction and to provide convenient options for travelers across the state. In addition, Outrider extends service to rural communities, to offer regional connections and enhance access to areas not covered by Bustang.

Durango - Grand Junction Outrider Route

Outrider connects the SW TPR to the Gunnison Valley TPR and the Grand Valley Region. Operated by Southern Colorado Community Action Agency (SoCoCAA) out of Ignacio, service runs once a day between Durango and Grand Junction.

Southwest stops: Rico, Dolores, Cortez, Mancos, Durango, and Bayfield



Transit Service Types

- Fixed-route: Transit service that operates on a defined route and schedule.
- Deviated Fixed-Route: Transit service that follows a defined route and schedule but will deviate off route within a defined area to pick up passengers upon request.
- Commuter Bus: Local fixed-route bus transportation primarily connecting outlying areas with a central city. Characterized by a motorcoach, multiple trip tickets and stops in outlying areas, limited stops in the central city, and at least 5 miles of closed-door service.
- Demand Response: Typically door-to-door service where riders call ahead to schedule a trip (e.g., Dial-a-Ride, Call-n-Ride, Access-a-Ride).
- Vanpools: Service organized in advance by a group of people who travel to and from similar locations at the same time.
- Bus Rapid Transit (BRT): Fixed-route bus systems that operate at least 50 percent of the service on a fixed guideway. These systems also have defined passenger stations, traffic signal priority or preemption, short headway bidirectional services for a substantial part of weekdays and weekend days, low-floor vehicles or level-platform boarding, and separate branding of the service.
- Aerial Tramway: Unpowered passenger vehicles suspended from a system of aerial cables and propelled by separate cables attached to the vehicle suspension system. Engines or motors at a central location, not onboard the vehicle, power the cable system.

Transit Service Categories

- Interstate Public: Open to the general public and connects one or more regions/TPRs to regions outside the state of Colorado.*
- Interregional Public: Open to the general public and connects one region/TPR of the state to another region/TPR.*
- Regional Transit Service: Open to the general public and connects communities and counties within a region/TPR.
- Local Transit: Open to the general public and operates primarily within a city, town, or community.
- Human Services Transportation: Provided by a human services agency that is typically for a specific population, such as older adults, people with disabilities, or veterans.
- Private For-Profit Transportation: Operated privately and includes taxis, resort transportation, ridehailing services (Uber, Lyft), etc.

* Interstate and interregional services, as defined in this plan, include intercity bus service. For more information on intercity bus services please refer to FTA's Section 5311(f) Intercity Bus Funding circular.



Interregional, Regional, and Local Transit Providers

The SW TPR has a range of interregional, regional, and local public transit providers that operate commuter bus, fixed-route bus, on-demand services, and vanpool services.

Note: Ridership, budget, revenue miles, and revenue hours include all service types.

Provider	Service Area	Type of Service	Span of Service	Fare	2023 Annual Ridership	2023 Ops and Admin Budget	2023 Vehicle Revenue Miles	2023 Vehicle Revenue Hours
Archuleta County (Mountain Express Transit)	Pagosa Springs and nearby vicinity, Arboles, Ignacio, Durango Multicounty: Archuleta and La Plata counties	Demand Response, Fixed-route	Daily, 7am to 5pm	\$1 to \$30	10,293	\$338,429	71,805	4,675
City of Durango (Durango Transit)	Durango	Demand Response, Fixed-route	Daily, Seasonal; 7am to 8:30pm	\$1	425,244	\$3,088,379	500,078	29,330
Dolores County Senior Services	Dove Creek, Cahone, Egnar, Pleasant View, Cortez, and Durango Multicounty: Dolores, San Miguel, Montezuma, and La Plata counties Multiregion: SW and GV Interstate: Monticello and Moab (UT); Farmington (NM)	Demand Response	Mon-Fri, 8am to 5pm	Set fare for public; Donation based for seniors	2,914	\$240,458	68,301	2,999
Montezuma County (MoCo) Public Transportation	Dove Creek, Cortez, Dolores, Mancos, and Durango Multicounty: Dolores, Montezuma, and La Plata counties Interstate: Farmington (NM)	Demand Response	Mon-Fri, 8am to 5pm	\$3 to \$10; \$50+ medical appointments	8,619	\$472,218	96,907	6,423

Provider	Service Area	Type of Service	Span of Service	Fare	2023 Annual Ridership	2023 Ops and Ad-min Budget	2023 Vehicle Revenue Miles	2023 Vehicle Revenue Hours
San Miguel Authority for Regional Transportation (SMART)	Telluride, Nucla, Norwood, Sawpit, Placerville, Rico, Mountain Village, Montrose, Ridgway Multicounty: San Miguel, Montrose, Ouray, and Dolores counties Multiregion: SW and GV	Commuter Bus, Fixed-route, Vanpool	Daily (route dependent) 6am to 10:40pm	Free to \$5; \$40/month pass for vanpool	77,143	\$1,469,295	403,653	15,274
Southern Colorado Community Action Agency (Road Runner Transit)	Ignacio, Bayfield, Durango, and the Southern Ute Indian Tribe reservation	Commuter Bus, Demand Response, Fixed-route	Mon-Fri, 6am to 8pm	\$2 to \$8	16,847	\$1,544,199	318,063	11,108
Southern Ute Indian Tribe*	N/A	Demand Response	N/A	N/A	N/A	\$133,300	N/A	N/A

Source: 2023 National Transit Database and Tailored Provider Surveys

* Previously coordinated transit with SoCoCAA (Road Runner Transit) https://www.southernute-nsn.gov/wp-content/uploads/sites/15/2022/10/Final_UTE_LRTP_2-28-22.pdf



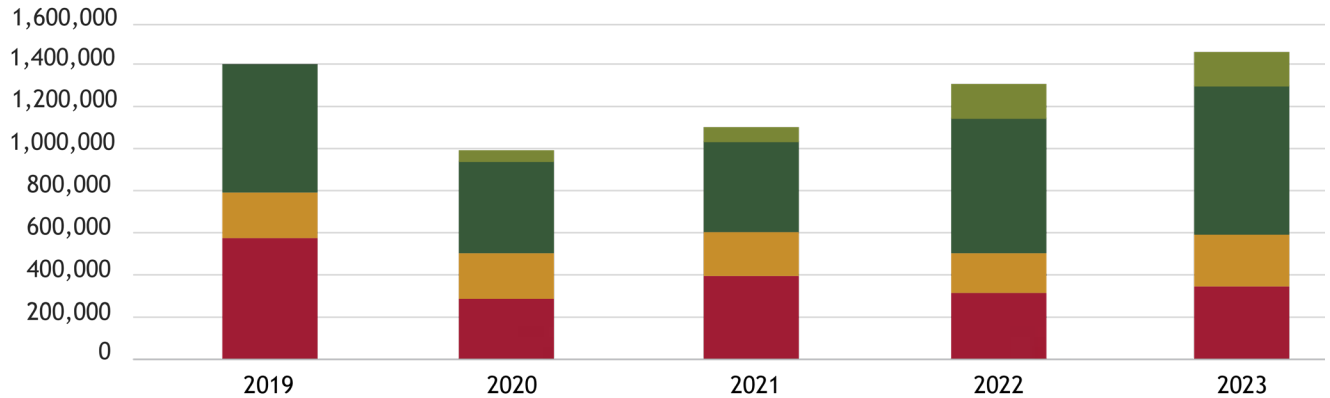
Photo Credit: Archuleta County



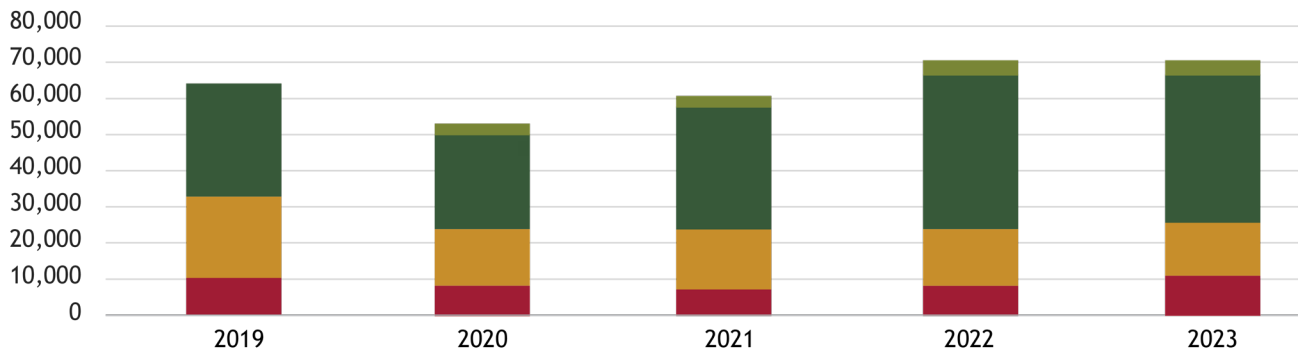
5-Year Historic Operating Data

Five-year historic trends for key transit operating metrics (ridership, revenue miles, and revenue hours) for all local and regional public transit service providers in the SW show that ridership dipped significantly between 2019 and 2020 due to COVID-19. However, as residents, workers, and visitors began to resume normal life in late 2021 and 2022, key performance indicators began to climb again in the SW TPR. Providers including Mountain Express and Durango Transit have seen ridership return to post-pandemic levels. SMART has also recovered ridership in most of its services, although this agency primarily serves the GV TPR.

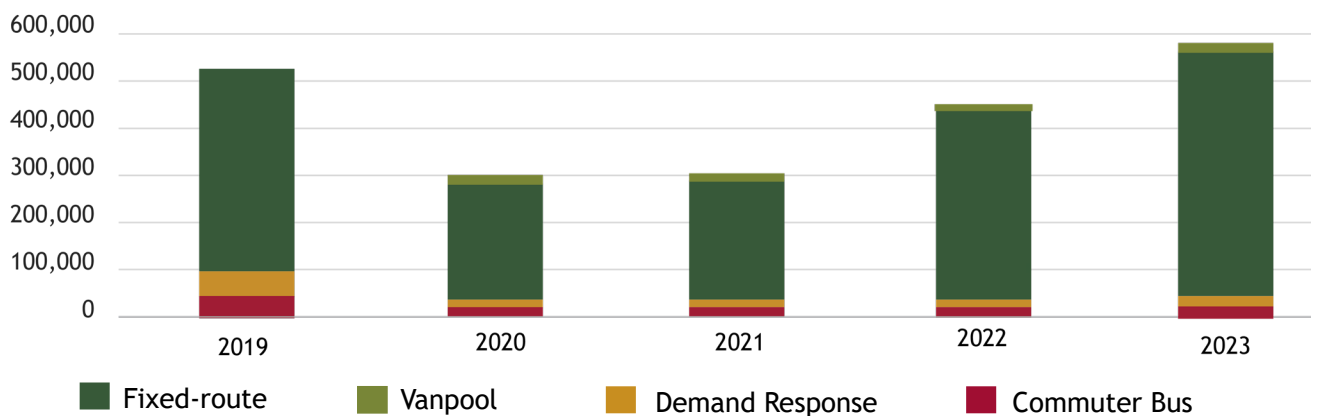
Total TPR Vehicle Revenue Miles



Total TPR Vehicle Revenue Hours



Total TPR Unlinked Passenger Trips

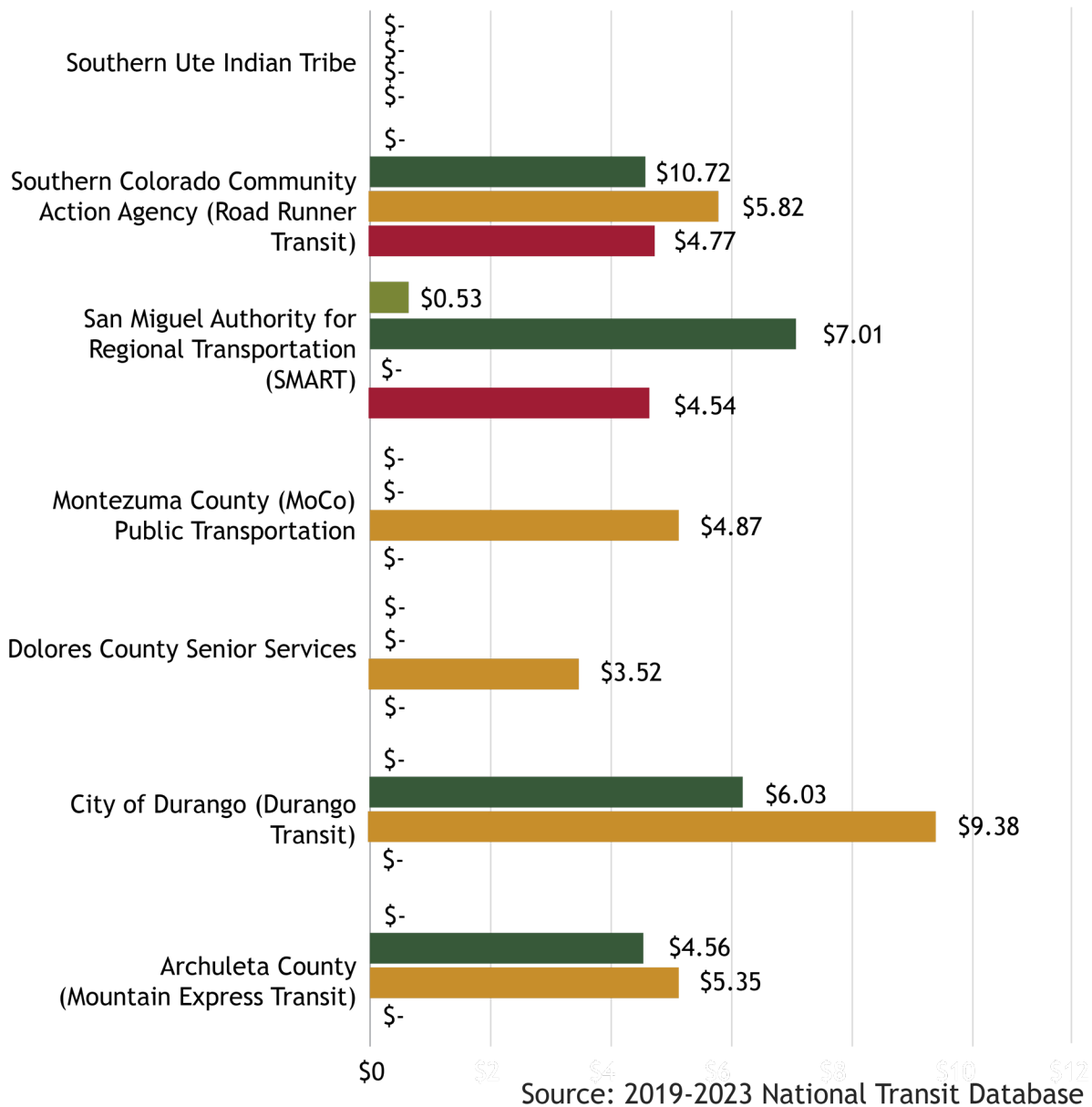


Transit Provider Service Performance Metrics

Key performance data indicate the efficiency of an agency’s service operations. SW TPR cost per trip, cost per revenue hour, and cost per revenue mile are highlighted to identify performance across agencies.

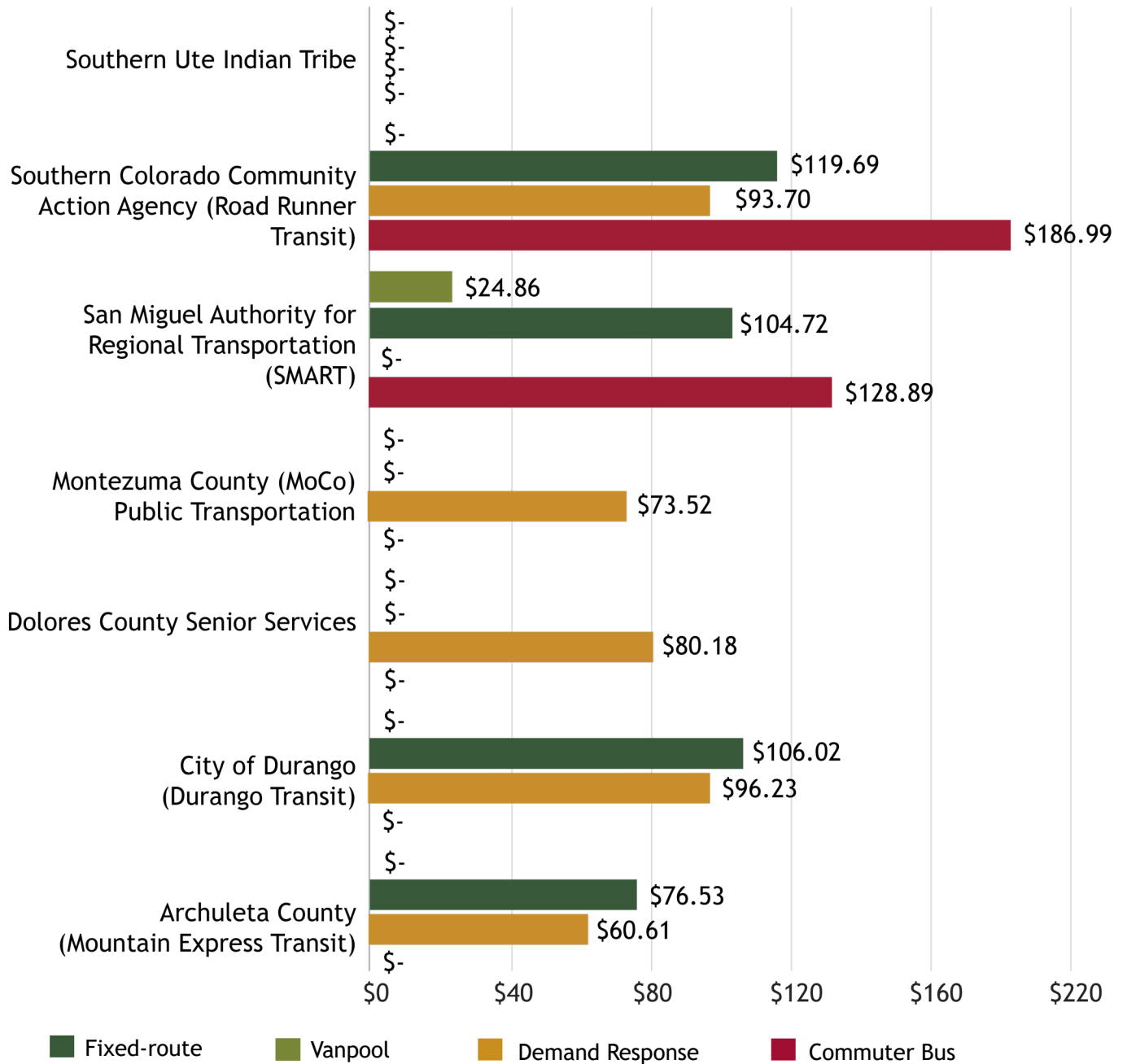
Cost per Mile

The cost per mile data show that no information was reported for the Southern Ute Indian Tribe. Among the other providers in the Region, Road Runner Transit reported a cost of \$10.72 per mile for fixed-route service, \$5.82 for demand response, and \$4.77 for commuter bus service. SMART reported \$0.53 per mile for vanpool service, \$7.01 for fixed-route, and \$4.54 for commuter bus. MoCo reported a demand response cost of \$4.87 per mile, while Dolores County Senior Services reported a lower rate of \$3.52 per mile. Durango Transit reported \$6.03 per mile for fixed-route service and \$9.38 for demand response. Mountain Express Transit reported \$4.56 per mile for fixed-route service and \$5.35 for demand response.



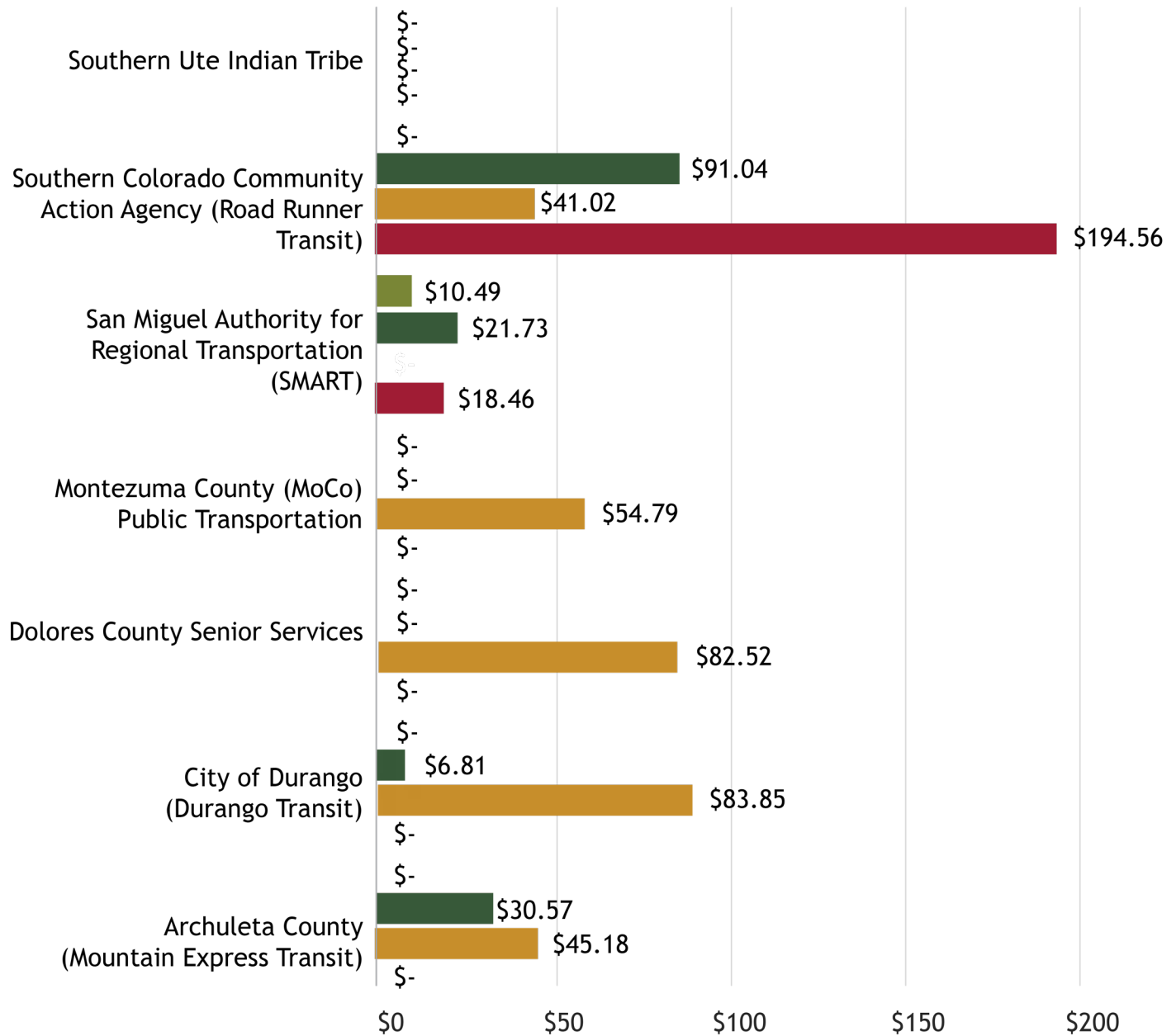
Cost per Hour

The cost per hour data show no information was reported for the Southern Ute Indian Tribe. Road Runner Transit reported costs of \$119.69 per hour for fixed-route service, \$93.70 for demand response, and \$186.99 for commuter bus service. SMART reported \$24.86 per hour for vanpool service, \$104.72 for fixed-route service, and \$128.89 for commuter bus service. MoCo reported a cost of \$73.52 per hour for demand response, while Dolores County Senior Services reported a slightly higher demand response rate of \$80.18 per hour. Durango Transit reported \$106.02 per hour for fixed-route service and \$96.23 for demand response. Mountain Express Transit reported \$76.53 per hour for fixed-route service and \$60.61 for demand response.



Cost per Ride

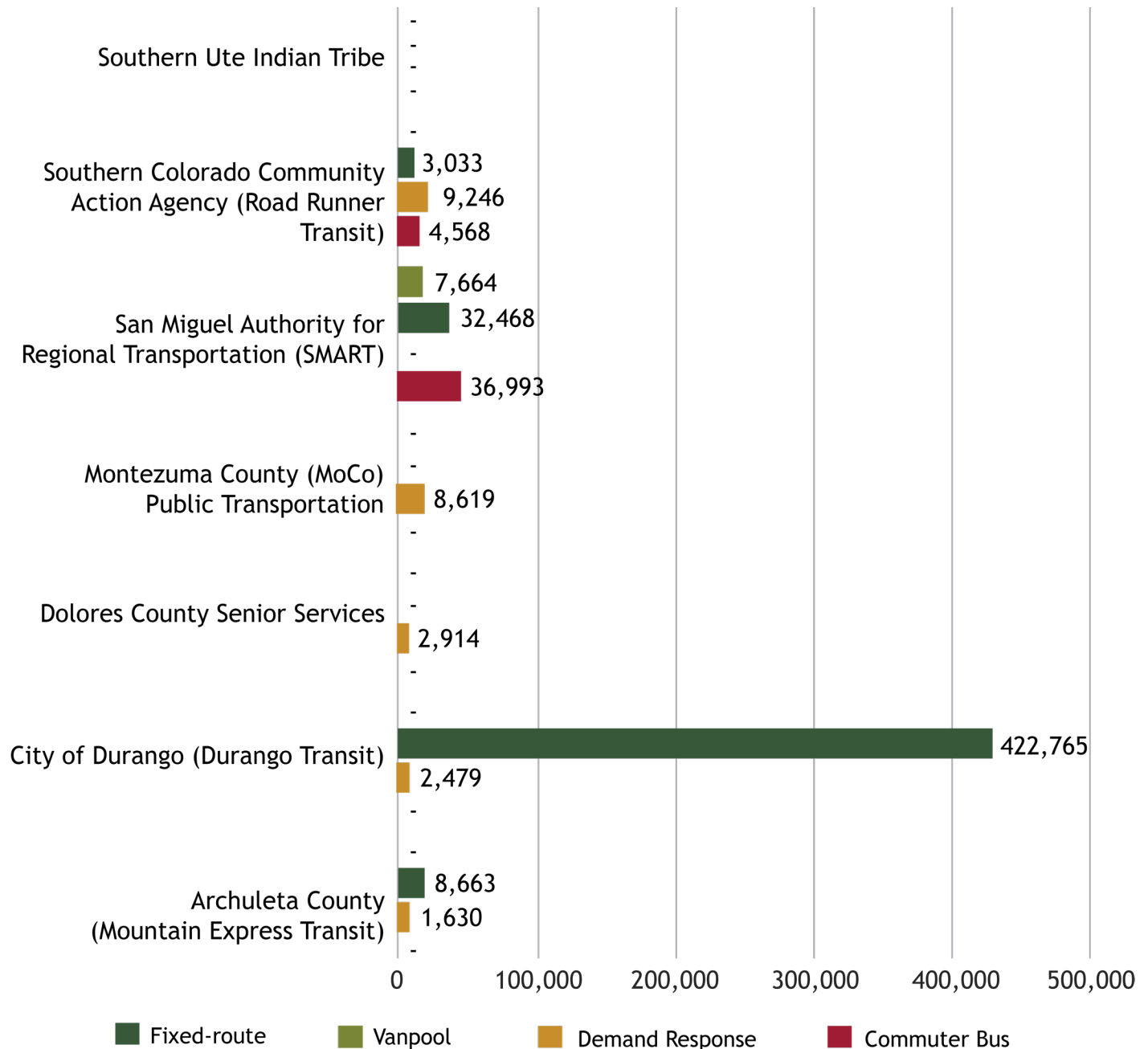
Cost per ride data were not available for the Southern Ute Indian Tribe. Among the reporting agencies, Road Runner Transit showed the highest costs, with \$91.04 per ride for fixed-route service, \$41.02 for demand response, and \$194.56 for commuter bus service. SMART reported lower per-ride costs, including \$10.49 for vanpool, \$21.73 for fixed-route, and \$18.46 for commuter bus. MoCo reported \$54.79 per ride for demand response, while Dolores County Senior Services reported a higher rate of \$82.52 per ride for the same service. Durango Transit reported one of the lowest fixed-route costs at \$6.81 per ride, but a higher demand response cost of \$83.85. Mountain Express Transit reported \$30.57 per ride for fixed-route service and \$45.18 for demand response.



Source: 2023 National Transit Database, Tailored Provider Surveys

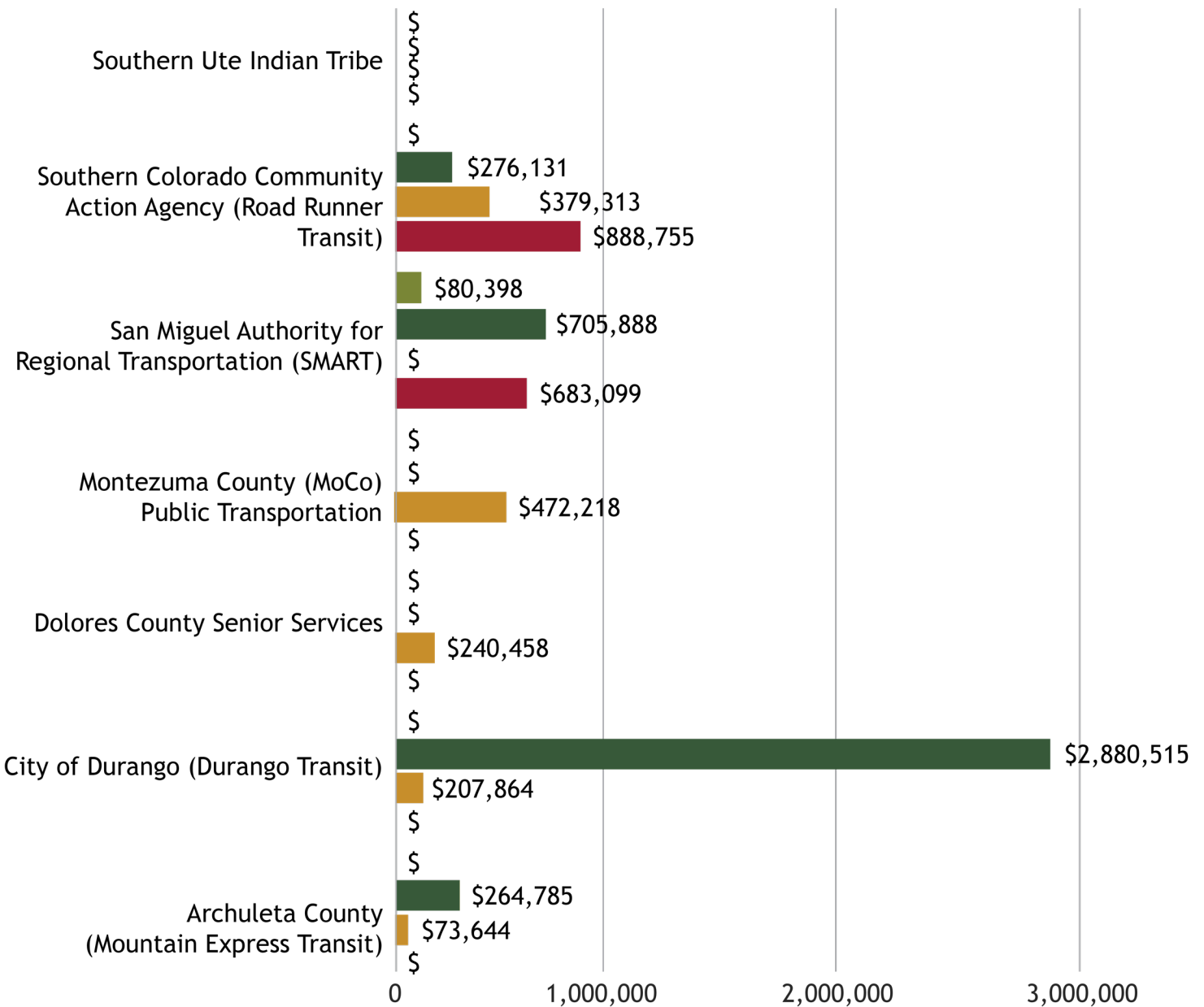
Annual Ridership

For annual ridership data, the Southern Ute Indian Tribe had no reported figures. Road Runner Transit recorded 3,033 riders for fixed-route service, 9,246 for demand response, and 4,568 for commuter bus service. SMART reported 7,664 riders for vanpool service, 32,468 for fixed-route, and 36,993 for commuter bus. MoCo had 8,619 riders for demand response service, while Dolores County Senior Services reported 2,914 riders. Durango Transit recorded 422,765 riders for fixed-route service and 2,479 for demand response. Mountain Express Transit reported 8,663 riders for fixed-route and 1,630 for demand response service.



Annual Operating Costs

Annual operating cost data shows that the Southern Ute Indian Tribe had no reported figures. Road Runner Transit reported annual costs of \$276,131 for fixed-route service, \$379,313 for demand response, and \$888,755 for commuter bus service. SMART recorded \$80,398 for vanpool service, \$705,888 for fixed-route, and \$683,099 for commuter bus service. MoCo reported \$472,218 in annual costs for demand response service, while Dolores County Senior Services reported \$240,458. Durango Transit had an annual operating cost of \$2,880,515 for fixed-route service and \$207,864 for demand response. Mountain Express Transit reported \$264,758 in annual operating costs for fixed-route and \$73,644 for demand response service.



Source: 2023 National Transit Database, Tailored Provider Surveys



Human Services Transportation Providers

Several human services agencies in the SW TPR offer transportation services, although transportation is just one of the many services they provide. The following table outlines the human services agencies in the Region that offer transportation, along with the populations they serve. The table includes providers from the 2045 SW Coordinated Public Transit and Human Services Transportation Plan that were still operational in 2023, as well as additional providers identified through online research. Since this list was compiled using available online information, it may not include all providers in the SW TPR, especially those without websites.

Provider	Service Area (Within SW)	Additional TPRs	Type of Service	Days of Service	Passenger Eligibility
American Red Cross - Western Colorado	Archuleta, Dolores, La Plata, Montezuma, and San Juan counties	GV, GVMPO, IM, NW, SLV	Demand Response	Upon request	Older adults and critically ill
Aspen Springs Food Pantry - Amazing Grace	Archuleta County	N/A	Demand Response	Upon request	Those in need
Axel Medical Transportation	Montezuma County	CFR, IM, PACOG, PPACG, SC, SE, SLV	Demand Response (Medical)	Mon-Fri, 7:30am to 5pm	Medicaid beneficiaries in need of non-emergency medical transportation
Boys and Girls Club La Plata County	Durango	N/A	Fixed-route Bus	After school	Youth (Boys and Girls Club members)
Boys and Girls Club of La Plata County	La Plata County	N/A	Fixed-route Bus	After school	Youth (Boys and Girls Club members)
Community Connections	Archuleta, Dolores, La Plata, Montezuma, San Juan counties	N/A	Demand Response	Mon-Fri, 8am to 5pm	People with disabilities, Day Program participants
Disabled American Veterans	Durango and Cortez	DRCOG, Eastern, GV, GVMPO, NFRMPO, PPACG, SE, SLV	Fixed-route Bus, Demand Response	Mon-Fri	Veterans
Durango Senior Services Transportation Program	La Plata County	N/A	Demand Response	Mon-Fri, 8am to 5pm	Older adults (65+), people with disabilities, low-income community members, veterans, Medicaid recipients
Ignacio Senior Center (operated by SoCoCAA)	La Plata County, Southern Ute Reservation	N/A	Fixed-route Bus, Demand Response	Mon-Fri, 1pm to 3:30pm	Older adults (65+)
MedRide	Archuleta, Dolores, La Plata, Montezuma, and San Juan counties	All of Colorado	Demand Response (Medical), Specialized Services	Mon-Fri, 6am to 6pm; Sat-Sun, 6am to 5pm	Medicaid recipients requiring non-emergency medical transportation

Provider	Service Area (Within SW)	Additional TPRs	Type of Service	Days of Service	Passenger Eligibility
Mercy Medical Angels	La Plata County	GVMPO, SLV	Demand Response (Medical), Vouchers or Reimbursement, Bus Passes or Tickets	Upon request	Open to all passengers requiring transportation services
Montezuma County Senior Services	Montezuma County	N/A	Demand Response	Mon-Fri, 8am to 5pm	Older adults
Retired Senior and Volunteer Program	Montezuma County	SC, SLV	Specialized Services, Demand Response, Vouchers or Reimbursement	Mon-Fri	Older adults (65+), low-income community members, veterans, Medicaid recipients
San Juan County Senior Center	San Juan County	N/A	Vouchers or Reimbursement	Upon request	Open to all passengers requiring transportation services
Southwest Rides (Operated by Southwest Center for Independence)	La Plata County	N/A	Demand Response, Specialized Services	Mon-Fri, 8am to 5pm	People with disabilities, older adults (65+), veterans, Medicaid recipients
Sunshine Rides	Archuleta, Dolores, La Plata, and Montezuma, counties	CFR, DRCOG, Eastern, GV, GVMPO, IM, NW, PPACG, SE, SLV	Demand Response	Daily	Open to all passengers requiring transportation services

Source: 2045 SW Coordinated Public Transit and Human Services Transportation Plan, Desktop Review

Other Human Services Agencies

Some human services providers do not offer direct transportation services but may fund transportation programs, offer transportation-related services, or coordinate with transportation providers in the Region. The following table lists providers from the 2045 SW Coordinated Public Transit and Human Services Transportation Plan that were still active in 2023, along with additional providers identified through online research. Since this list was compiled through available online resources, it may not include all providers in the SW TPR, especially those without websites.

Provider	Service Area (Within SW)	Additional TPRs	Type of Service	Days of Service	Passenger Eligibility
Axis Health System	Cortez, Dove Creek, Durango	GV	Vouchers or Reimbursement	Mon-Sun, 8am to 5pm	People with disabilities, older adults (65+), low-income community members, veterans, Medicaid recipients, self-pay, and uninsured clients
Manna Soup Kitchen	Durango	N/A	Vouchers or Reimbursement	Mon-Sat	Open to individuals in need of meal services and community support
San Juan County Seniors Transportation	Archuleta, Dolores, La Plata, Montezuma, and San Juan counties	N/A	Coordination with Other Providers	Upon request	Open to all passengers requiring transportation services
The Women's Resource Center	La Plata County	N/A	Vouchers or Reimbursement	Mon-Fri	Women and families in need, including those seeking financial, housing, and healthcare support

Source: 2045 SW Coordinated Public Transit and Human Services Transportation Plan, Desktop Review



Private Transportation Providers

Seven private for-profit companies in the SW TPR provide transportation services, including Animas Transportation, Colorado Mountain Express, Durango Mountain Resort, Rad Transportation, San Juan Backcountry, Uber, and Wilderness Journeys Pagosa Inc.



State of Good Repair

CDOT’s Division of Transit and Rail comprehensive Transit Asset Management Plan meets federal requirements and was last updated fall 2023. The plan evaluates the condition of assets funded with state or federal funds to help prioritize investments that ensure Colorado’s transit systems remain in a state of good repair. Currently, nearly 30 percent of CDOT tracked transit vehicles in the SW TPR are beyond their state of good repair. The anticipated cost of this backlog is just short of \$3 million, with SMART requiring the most funding (\$1.3 million) to remediate their vehicle backlog.

Provider	Total Revenue Vehicles	Vehicles Beyond State of Good Repair	Percentage of Vehicles Beyond State of Good Repair	Cost of Backlog
Archuleta County (Mountain Express Transit)	4	1	25.00%	\$171,251
City of Durango (Durango Transit)	12	0	0.00%	\$0
Dolores County Senior Services	8	4	50.00%	\$160,000
Montezuma County (MoCo) Public Transportation	7	2	28.57%	\$ 211,251
San Miguel Authority for Regional Transportation (SMART)	15	6	40.00%	\$ 1,300,000
Southern Colorado Community Action Agency (Road Runner Transit)	7	2	28.57%	\$239,251
Southern Ute Indian Tribe	N/A	N/A	N/A	N/A
Total	53	15	28.30%	\$2,081,753

Source: 2023 Transit Asset Management Plan

Note: Data were not available for the Southern Ute Indian Tribe. In 2020, the Tribe reported one cutaway vehicle not in state of good repair. However, it appears that this was rectified in 2021.



Regional Coordination Activities

The Southwest Colorado Regional Transit Coordinating Council (SW RCC), facilitated by the Region 9 Economic Development District (Southwest Colorado Council of Governments [SWCCOG]), serves as the primary coordinating body for five counties—Archuleta, Dolores, La Plata, Montezuma, and San Juan—as well as two tribal nations and multiple municipalities. The Council’s mission is to improve communication and coordination among regional human service transportation providers in order to enhance mobility options for rural residents, particularly older adults, individuals with disabilities, and those with limited access to transportation.

The SW RCC holds bi-monthly Zoom meetings on the third Thursday of every other month, providing a forum for providers and partners to assess existing services, prioritize projects outlined in the 2045 Plan, and introduce new initiatives. The Council maintains representation on both the TPR council and the prioritization committee, ensuring alignment between transit coordination and broader transportation planning efforts. While joint funding applications are infrequent, Region 9 offers grant writing support when opportunities arise for collaborative, multi-county initiatives. Notably, the Council has supported a regional feasibility study evaluating a potential fixed-route connection to the La Plata County airport.

Mobility Management

Region 9 currently lacks a dedicated mobility manager. In the interim, a Region 9 project manager is fulfilling mobility coordination duties while also overseeing housing and broadband initiatives. Given the region’s rural character and geographic size, effective mobility coordination presents unique challenges and would require full grant funding and a strong, collaborative regional effort to expand and sustain.

Service and Communication Coordination

The SW RCC maintains consistent communication across the region; however, it does not manage significant funding, incur major expenses, or offer direct financial support to local providers. Its coordination efforts primarily focus on information sharing and fostering regional alignment rather than implementing services. The RCC has expressed interest in enhancing coordination to enable seamless, multi-provider trips across county and tribal boundaries, with a particular focus on addressing fare incompatibility and improving system integration. As a resource, Region 9 maintains an online Transportation Guide that lists transportation providers by county within the SW TPR.

Resource Sharing

The Durango Transit Center serves as a primary multimodal hub, connecting local and regional services such as Bustang Outrider and SoCoCAA, and streamlining transfers for riders within Durango and nearby areas. Durango Transit partners with SoCoCAA to simplify fare structures—Durango Transit passes are accepted by SoCoCAA—making services more accessible and user-friendly. Beyond Durango, regional collaboration extends through efforts such as Southwest Health

Resources, which provides transportation guides and assistance programs in counties like Montezuma and Dolores to support families and individuals in need. SoCoCAA’s Ignacio Senior Center plays a key role in helping older adults access medical appointments and essential services, working closely with nonprofits, school districts, local governments, and other agencies to meet community needs. In addition, SoCoCAA collaborates with initiatives like Ride Responsible and the City of Durango to provide safe, reliable transportation during major events, supporting both mobility and public safety.

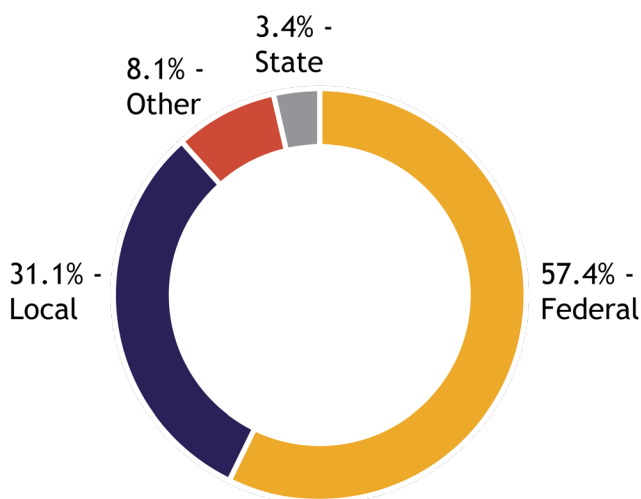
Identified Barriers

The region’s expansive and predominantly rural geography presents significant challenges to transportation coordination and service integration. With long travel distances between communities—such as the nearly four-hour trip from Dove Creek to Pagosa Springs—linking services across providers and counties requires substantial resources, careful planning, and strong collaboration to overcome these logistical barriers.

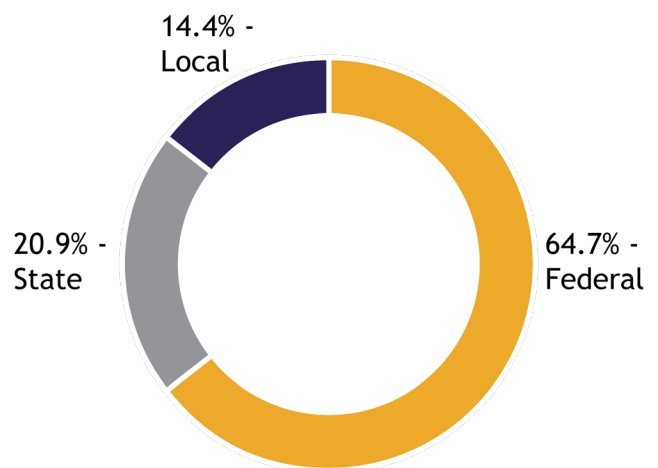
Financial Snapshot

Because transit funding is complex, Colorado providers typically use a patchwork funding approach that includes federal, state, local fares, donations, and/or tax revenues. Public funds are primarily used to support transit and transportation services in rural parts of Colorado, with most agencies relying on federal funds from FTA. For Operating Revenue Sources, federal funding accounts for the largest share at 57.4 percent, followed by local contributions at 31.1 percent. Other sources provide 8.1 percent, while state funding contributes a smaller portion at 3.4 percent. For Capital Revenue Sources, most funding comes from federal sources, constituting 64.7 percent of the total. State contributions make up 20.9 percent and local sources account for 14.4 percent. Overall, the data illustrate a heavy reliance on federal funding for both operating and capital expenses, with local and state support playing important but smaller roles.

Operating Revenue Sources



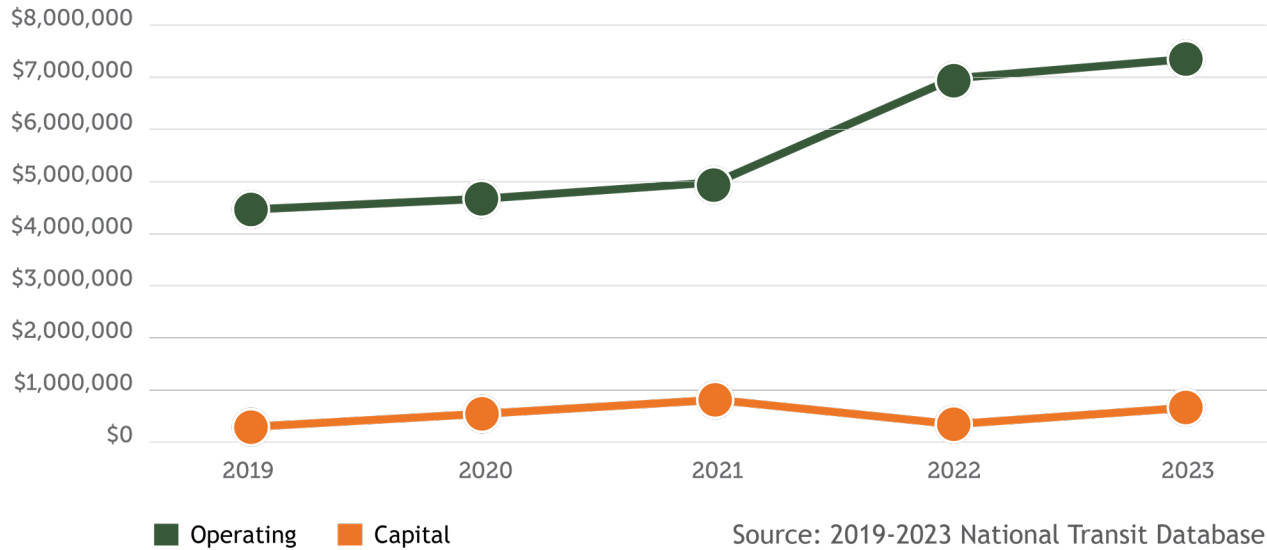
Capital Revenue Sources



Source: 2023 National Transit Database, Tailored Provider Surveys

Historic Revenue Data

The following chart shows five-year SW TPR operating and capital funding trends. Operating funds have grown by nearly 70 percent over the five-year period, with capital funding peaking at nearly \$1 million in 2021 and decreasing after that.



Source: 2019-2023 National Transit Database, Tailored Provider Surveys

Regional Transit Revenue Trends

Annual Operating/Capital Projections

Regional transit funding projections provide a framework for transit planning in the future. However, while these projections are informative, many factors can significantly impact the accuracy of forecasts, including the availability and allocation of funding, economic volatility, and the rate of inflation. As part of this plan refresh, this financial snapshot section focuses exclusively on information from the 2023 TAM Plan data and 2023 NTD data to outline projected capital and operating needs through 2050. This financial snapshot is intended to provide a high-level understanding of the magnitude of projected capital and operating expenses relative to anticipated revenue streams. It highlights the scale of need across a region and identifies the funding gaps that must be addressed. These gaps will require a combination of local investment, competitive state and federal grant awards, and potentially new or currently unidentified funding sources to sustain and expand transit services over the coming decades.

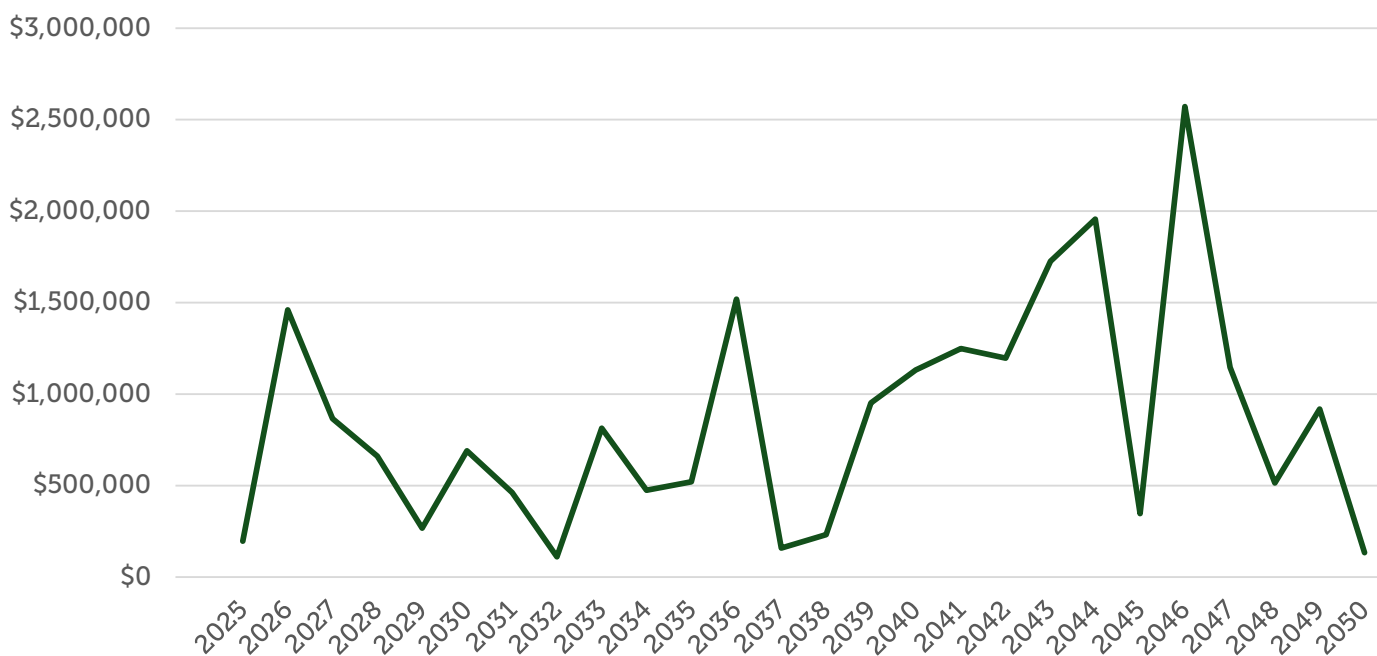
Capital and Operating Costs

The 2023 TAM Plan uses a four-year planning horizon (2023-2026), consistent with FTA requirements, and identifies asset conditions, anticipated replacement needs, and capital costs necessary to maintain a state of good repair over that period.

To develop a more complete picture of rolling stock replacement needs, data from the 2023 TAM Plan was compared against fleet replacement projections from the 2045 Statewide Transit Plan. This comparison helped reconcile discrepancies between the two sources by accounting for vehicles that were identified for replacement in the 2045 Plan but had not yet been procured as of 2023. It also allowed the inclusion of vehicles expected to reach the end of their useful life just beyond the TAM Plan’s four-year horizon (2023-2026), ensuring that the analysis captures both deferred procurements and emerging replacement needs through the full planning period. This combined approach supports a more realistic estimate of total capital costs over the long term.

The chart below shows projected capital expenditures for rolling stock replacement among SW TPR rural transit providers from 2025 through 2050. Year-to-year cost fluctuations reflect the cyclical nature of vehicle replacement, influenced by fleet sizes, staggered procurement schedules, and vehicle life cycles. This forecast highlights the timing and scale of capital needs required to keep fleets in a state of good repair, assuming replacements only—without expanding fleet capacity—over the 25-year planning horizon.

Capital Expenditures to Maintain State of Good Repair

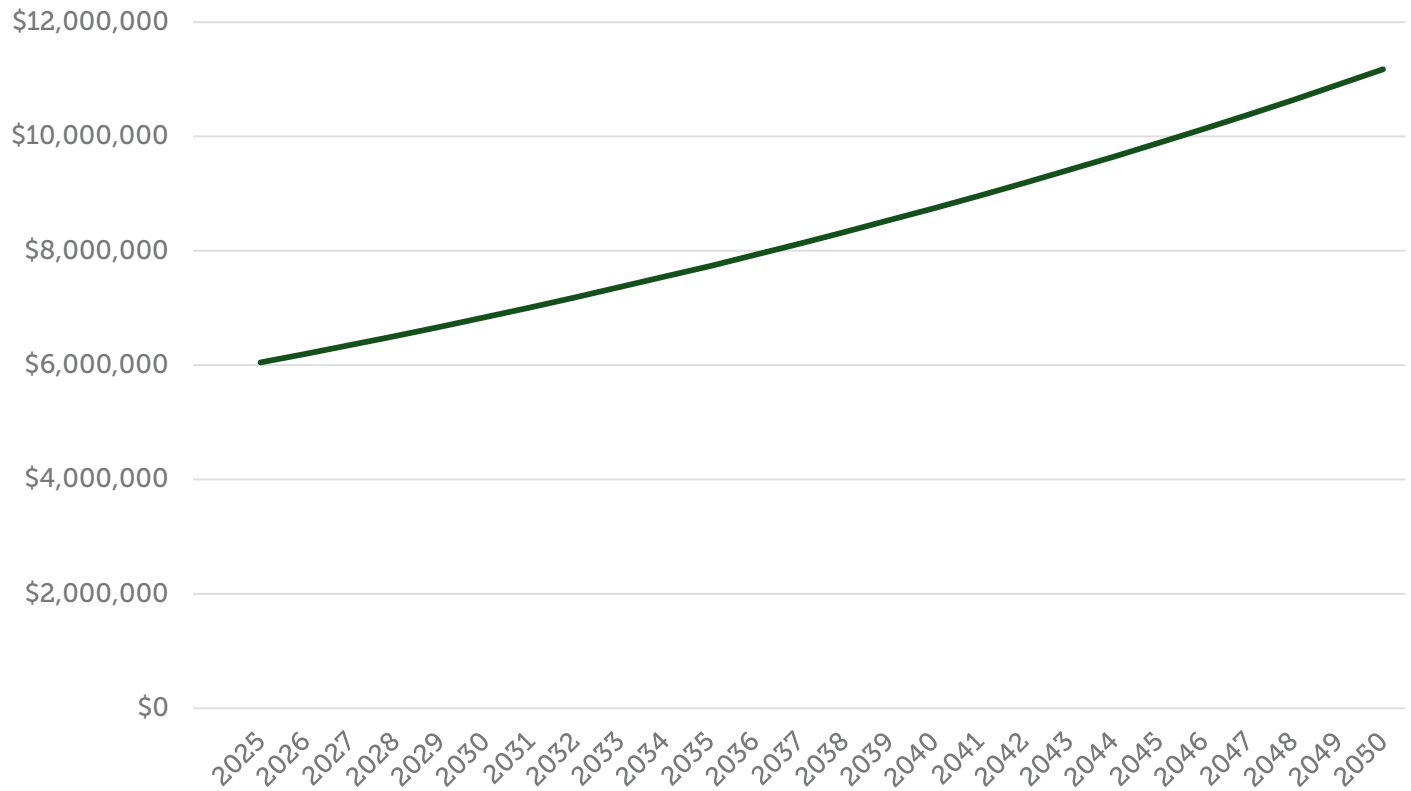


Operating cost estimates were developed using 2023 NTD data reported by transit agencies. To project future costs, these baseline figures were escalated using county-level population growth forecasts. This approach reflects anticipated increases in service demand driven by demographic changes.

Similarly, the following chart illustrates projected operating expenditures for transit providers from 2025 through 2050. The forecast assumes continuation of existing service levels and does not account for major changes in service, such as new routes or significant expansions. As such, the analysis provides an estimate of future operating needs, useful for identifying long-term funding requirements under a steady-state service scenario.

Anticipated Operating Expenditure Forecasts

(To Maintain Current Operations)



Funding Programs and Opportunities

Federal funding is the primary source of revenue for transit and human services providers in Colorado, supporting both operating and capital projects. CDOT serves as the designated recipient for rural transit funds, allocating Grants for Rural Areas (5311) funding based on a Colorado-specific rural funding methodology. CDOT distributes Bus and Bus Facilities (5339) and Planning (5304) funds through an annual competitive grant application process open to rural providers across the state. FTA also awards 5339 funds through a competitive process.

Historically, funding for both operating and capital transit needs has been limited. In the previous planning cycle, strategic funds from sources like Senate Bill (SB)-267 and others were allocated for transit capital projects over four years. Recently, the Clean Transit Enterprise, established through House Bill (HB) 21-260, created a Retail Delivery Fee to provide competitive funding for zero-emission transit planning, facilities, charging infrastructure, and bus replacement projects. Furthermore, SB 24-230 introduces an “Oil and Gas Production Fee” to fund future transit and rail projects, with implementation expected in January 2026. This bill allocates fees from oil and gas companies to fund a Formula Local Transit Operations Grant Program (70 percent), Competitive Local Transit Grant Program (10 percent), and Rail Funding Program (20 percent).



Photo Credit: Visit Durango

Due to limited state funding, many transit agencies in Colorado rely heavily on local funding, especially for operational costs. Alternative funding sources to support local and regional transit services include:

- General funds
- Lodging taxes
- Parking fees
- Property taxes
- Public-private partnerships
- Rural transportation authorities
- Sales and use taxes
- Sponsorships/donations
- Tourism taxes
- Utility taxes/fees
- Vehicle fees
- CDOT's Office of Innovative Mobility Enterprise Funding

Federal Transit Administration Funding Programs

- Bus and Bus Facilities Discretionary Program -5339(b)
- Capital Investment Grant - 5309
- Enhanced Mobility of Seniors and Individuals with Disabilities - 5310
- Grants for Buses & Bus Facilities - 5339(a)
- Grants for Rural Areas - 5311
- Low or No Emission Vehicle Program - 5339(c)
- Pilot Program for Transit-Oriented Development Planning - 20005(b)
- Planning Grants - 5304
- Rural Transportation Assistance Program - 5311(b)(3)
- State of Good Repair Grants - 5337
- Tribal Transit Funding - 5311(c)





Implementation Strategies

Implementation actions are meant to be near-term, practicable measures related to the TPR's transit vision and goals and to support the implementation of identified transit projects in the Region.

- Advocate for stable funding to maintain the operation of existing transit services
- Advocate for full funding of TPR-identified transit projects
- Maintain all assets in a state of good repair
- Maximize existing and seek new funding sources to expand local and regional services to include additional days, hours, and geographic coverage
- Improve transit amenities in the Region, through increased signage and shelters, and street design that accommodates all needs and modes
- Consider ways to integrate transit and improve access to transit along main streets for residents, employees, and visitors
- Implement mobility hubs to provide accessible, multimodal transportation connectivity between park-and-rides, bicycle trails, pedestrian connections, and regional and local services
- Expand interregional transit service to provide access to goods and services in communities while enhancing quality of life for historically disadvantaged populations, particularly connections between Cortez and Durango and Durango and Pagosa Springs
- Partner and collaborate with CDOT and local agencies to increase coordinating council participation and expand coordination, marketing, and outreach between transit providers and human services agencies
- Use the TPR's Transit Council to look at transit projects and score them on their priority
- Ensure the coordinating council has adequate resources and funding needed to hire a permanent mobility manager, explore joint strategies, and maximize partnership opportunities



Priority Projects

Based on findings from public input, data about gaps and needs, and input from stakeholders, TPR members prioritized their projects for the Region. It is important to note that priorities may change based on available funding, grant opportunities, agency needs, etc.

Project ID	Project Name	Project Total
1030	Expanded Inter-regional Transit Service between Telluride and Rico	\$2,700,000
1058	Essential Bus Service between Durango and Dove Creek (Proposed Outrider Service)	\$2,050,000
1059	Durango Zone 6 Transit Accessibility Upgrades (ADA Transition Plan)	\$6,100,000
1060	Durango Zone 7 Transit Expansion	\$8,000,000
1323	Dolores Bus/Vehicle Shelter	\$150,000
1324	Dolores Park-n-Ride	\$500,000
1327	Bayfield Park-n-Ride and Access Improvements	\$1,600,000
1328	Cortez Park-n-Ride	\$300,000
1330	Durango Zone 4 Transit Accessibility Upgrades (ADA Transition Plan)	\$320,000
1332	Archuleta County Park-n-Ride	\$500,000
1357	Dolores County Senior Services Scheduling and Records Software	\$130,000
1360	SoCoCAA Bustang Bus Barn	\$6,100,000
1364	Durango Transit Center Expansion	\$2,250,000
1365	Durango Transit Capital Improvement	\$4,500,000
1366	Durango Zone 2 Transit Accessibility Upgrades (ADA Transition Plan)	\$2,400,000
1368	Durango Transit Fleet Replacement and/or Expansion	\$800,000
1369	Durango Transit Bus Barn	\$4,250,000
2471	Full-time staff person for the Regional Transit Coordinating Council	\$550,000
2472	SWCCOG New Service between Cortez and Durango	\$2,350,000
2473	Durango Transit ITS	\$1,000,000
2474	Fixed Route Services	TBD
2493	Outrider Improvements in Durango, Mancos, Cortez, Dolores, and Rico	\$400,000
2523	Bus Service between Pagosa Springs and Durango	\$2,690,000
2535	New Essential Bus Service from Durango to Denver	\$11,550,000
3303	Road Runner Transit Microtransit Continuation and Expansion of Service	\$2,200,000
3304	Feasibility studies for regional transit issues	\$6,800,000
3305	City of Durango Transit Fleet Electrification	\$6,150,000
3311	Ignacio Senior Center Continuation	\$350,000
3312	Road Runner Transit Microtransit Bus Replacement	\$300,000
3313	Road Runner Transit Fixed Route Level of Service Increase	\$1,350,000
3314	Road Runner Transit Fixed Route Bus Replacement	\$1,760,000

